

PRESIDENT: Senator Barnett. No, he's off. Senator Schmit.  
LB 139.

SENATOR SCHMIT: Mr. President, I want to speak on the  
bill, not the amendments.

PRESIDENT: Any further discussion on the amendment? Alright  
the question is the adoption of the amendment. Record your  
vote.

CLERK: All I had was Senator Kremer's request that 236  
follow this. That's all I have.

PRESIDENT: Record.

CLERK: 25 ayes, 1 nay on the motion to adopt the committee  
amendments.

PRESIDENT: Alright.

CLERK: There are no further amendments, Mr. President.

PRESIDENT: Senator Schmit wanted to speak on the bill.  
I'm sorry. It is Senator Savage's bill. I'll recognize  
Senator Savage.

SENATOR SAVAGE: It is a committee bill which I'm Chairman  
of. This bill was developed last year by the committee  
composed of Senators Nichol, Maresh, Keyes, Kremer and  
myself. Senator Stull was Chairman last year. In view of  
President Carter's proposal of a possible increase in gas  
tax on a national level, the timing is probably bad on this  
bill, but it does not minimize the problem or the importance  
of the need. I've passed around an article out of the  
Nebraska Living, which should be on your desk now, the  
Pages are just passing it out, to show why a gasoline tax is  
a must at this time because of the condition of the roads,  
and the possible deterioration in the future. I have a list  
of roads showing typical highway needs. U.S. Highway 34,  
just East of Plattsmouth has inadequate surfacing, grading,  
inadequate wooden viaduct structure over the Missouri  
Pacific Rail Road, 1930 construction; also U.S. Highway 73  
and 75, between Union and Nebraska City has 1933 pavement,  
asphalt surface; Nebraska 105, South of Johnson, has gravel  
surfacing, inadequate grading section, narrow bridges; U.S.  
73, South of Fall City, 1930 twenty foot wide concrete pave-  
ment, asphalt surface without widening, inadequate grading,  
40 mile speed limit restriction; Nebraska 8, just West of  
Pawnee City, twenty foot wide pavement; Nebraska 5, North of  
Deshler; U.S. 6, West of Milford; U.S. 6, at the edge of  
Milford; Nebraska 55, West of edge of Lincoln; Nebraska 17,  
South of Culbertson; Nebraska 23, East of Stockville, Norfolk  
inadequate pavement; intersection of 13th and Norfolk Avenue  
in Norfolk; Stoley Park Road and Riverside Drive in Grand  
Island--narrow, inadequate pavement; 13th Street and Webb  
Road in Grand Island; 60th Street North of Center in Omaha;  
Mercy Road, East of 69th in Omaha. I have some other suppor-  
tive evidence from three magazines. Recent editions of three  
major magazines site the toll taken on U.S. highways by age,  
wear and inflation. A full page story in the January 17th  
edition of U.S. News and World Report stated that "America's  
roads and highways, long considered the finest in the world,  
are rapidly going to pot". The story referred to complaints